

Satisfactory Window Shades

A man once told us that his very irritable temper was due to having window shades that went up when he wanted them down, and wouldn't budge when he wanted them up.

We fitted his house with our

Americus Shades

with Hartshorn rollers, and he is now one of the most amiable men in town.

TRY THEM.

Lewers & Cooke

LIMITED.

FORT STREET.

The New England Bakery

Is loaded up with

GOOD THINGS

ALL THE TIME.

Scotch Short Bread; Cakes, all sizes, prices and styles; Pies just like your mother used to make. Cookies, Macaroons, Lady Fingers, Cream Puffs.

Tons of Pure Candy—from cheap grade for children up to better grades. For 50c we can furnish you a box of Delicious Candies—worth a dollar elsewhere.

Don't Forget
New England Bakery

ARABIC

Will Protect
Your Roofs

Will lower the temperature of your house fifteen degrees.

Used on all the Large Buildings.

CALIFORNIA FEED CO.

AGENTS.

W. W. Ahana & Co.,
LIMITED.

W. W. AHANA, Pres't and Manager.
Merchant Tailors,
1028 Nuuanu Avenue.

Money is tight; times are rather dull.

YOU CAN SAVE MONEY
by getting your clothes made by us. You can also be sure of a good fit. There is no doubt about that. We study to please our customers.

OAHU ICE & ELECTRIC CO.

Ice Delivered to any part of the City.

Island orders promptly filled.

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Telephone Blue 3151. P. O. Box 608.
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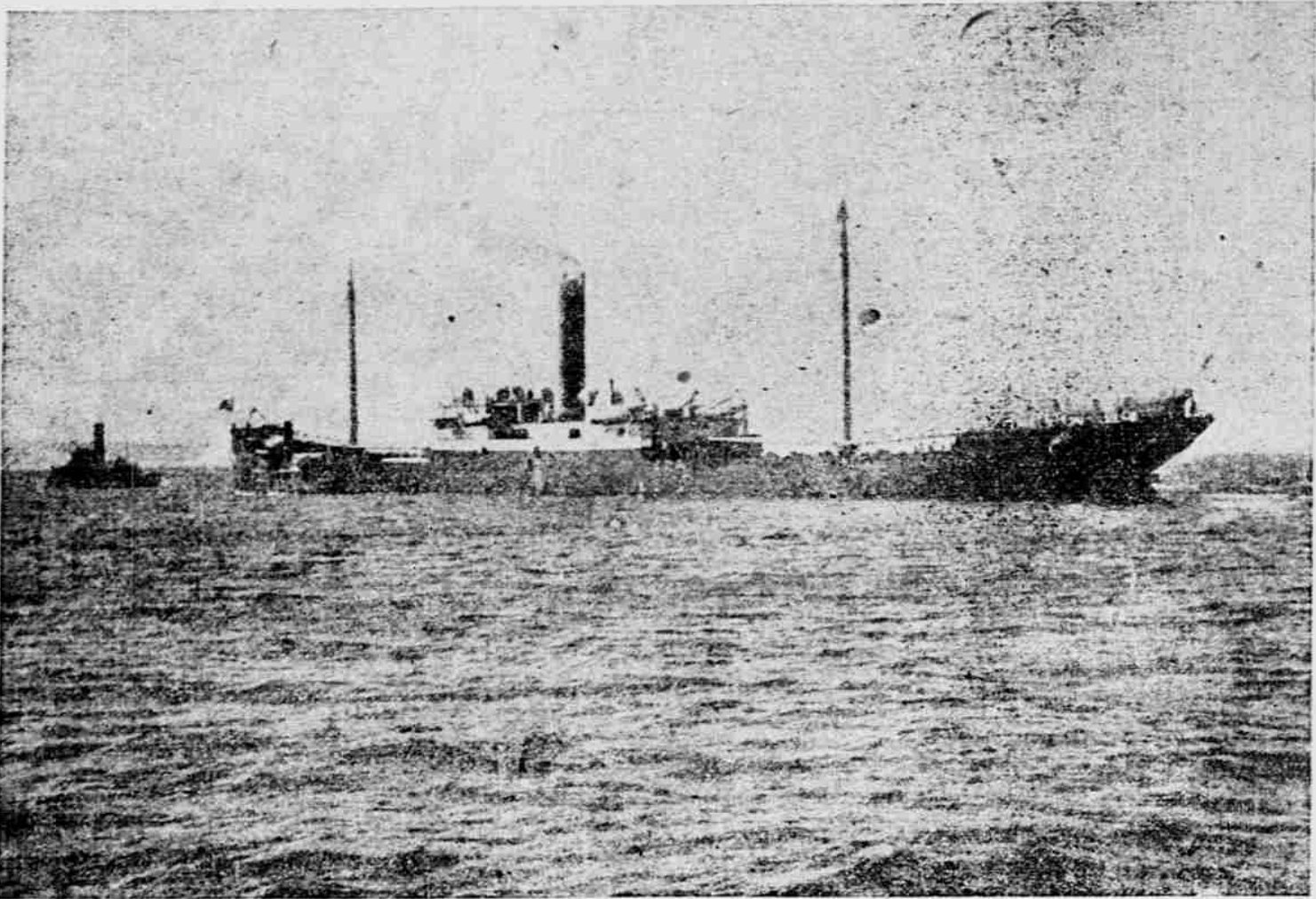
Silks and Satins
OF ALL KINDS.
210-212 Nuuanu Street

Will Make Your Clothes
Look Like New



IF YOU TAKE THEM TO THE
Eagle Cleaning and Dyeing Works.
Fort St., Opposite Star block.

NEWS OF THE WATERFRONT.



The Steamship Hawaiian of the American-Hawaiian Company which arrived from San Francisco yesterday, half an hour behind her sister ship the Hyades.

Big Freighters Raced San Francisco Got Interested Over Steam Ship Race Which Did Not Materialize.

(Special to the Advertiser.)

TWO FREIGHTERS of the new line between San Francisco and Honolulu arrived yesterday morning. They were the Hyades and Hawaiian. The former arrived at 7:30 a. m. and the latter half an hour later. The vessels left the coast within an hour of each other, the Hawaiian getting away first. The Hyades was expected to beat the Hawaiian to port and the mail, consisting of 130 bags, was put aboard her. This is the Hyades' first visit to this port. She is a smaller vessel than the regular boats of the American-Hawaiian Company and is under special charter until the company's own boats have gone into commission. She brought 2000 tons of general cargo for Honolulu and 2500 tons for Kahului. The Hawaiian brought 2000 tons of cargo for this port and 300 tons for Hilo as well as a few boxes for Lahaina. Four days later mail and newspaper files came on the Hyades. The vessels did not sight each other after leaving the Golden Gate. The Hyades is at the Pacific Mail wharf and the Hawaiian at the railway wharf. They will remain in port four or five days. The Hyades will take sugar to San Francisco. She will maintain a monthly schedule between here and San Francisco until the new vessels come out, when the service will be twice a month. The Hyades is commanded by Captain Garlick, who has his wife with him this trip. Captain Nichols is now master of the Hawaiian, her former commander, Captain Bantieu, having gone East to take charge of the 12,000 ton steamer Alaskan.

Shipbuilding Returns.

During the six months ended Dec. 31, 1901, there were built in the United States and officially numbered by the Bureau of Navigation 711 rigged vessels of 154,073 gross tons, compared with 568 rigged vessels of 179,229 gross tons for the corresponding six months of 1900. Canal boats and unrigged barges are not included.

The principal decline, 19,752 tons, is on the Atlantic seaboard, and is attributable to work on several large ocean steamers, which will be completed during the coming six months. Included in the six months' figures are 35 vessels, each over 1000 tons, and aggregating 193,832 tons. Of these 14 steel steamers aggregating 52,310 tons were built on the Great Lakes. Four are for the seaboard, two banana steamers, Watson and Buckman, each of 1820 tons, the Hugoma 2182 tons, and the Minnetonka, 5270 tons. The Minnetonka will be cut in two to pass the canals.

On the seaboard 15 wooden schooners of 24,864 tons were built, five steel steamers for the coasting trade, and one steel ferry boat aggregating 29,964 tons. Square-rigged vessels are the steel ship William P. Frye, 3374 tons, and two barkentines on the Pacific aggregating 2310 tons.

Honolulu Oil Line.

SAN FRANCISCO, January 5.—The Union Iron Works has closed a contract with the Union Oil Company of California for the building of an oil tank steamer to ply between this port and the Hawaiian Islands. The capacity of the steamer will be 10,000 barrels or 420,000 gallons. The construction of the steamer will be rushed as it is needed to satisfy the rapidly increasing demand for oil for fuel and lighting purposes in the islands. An official of the oil company is now in Honolulu perfecting arrangements for the distribution of the oil. Other oil companies are also contemplating the building of oil steamers.

To Save Life.

NEW YORK, Jan. 4.—Chief Engineer Emil Prillwitz of the North German Lloyd steamship Kronprinz Wilhelm is experimenting with a new arrangement which he has placed in the ship for use in case of a collision. A small wheel about the pilot house is turned and in-

stantly hydraulic pressure closes twenty water-tight doors in the lower part of the ship, making sixteen water-tight compartments. The fact that all the doors is closed is instantly shown on an electric dial, on which the numbers of the doors and their location are printed. The sixteen water-tight rooms are more than enough to float the vessel in case any part of the hull is punctured. The experiments show that not more than two minutes is required to render the Kronprinz Wilhelm unsinkable.

Roanoke at Coast.

SAN FRANCISCO, Jan. 5.—The American ship Roanoke anchored in the harbor last night, after an eventful trip of nineteen days from Honolulu. This completes the famous voyage of the Roanoke, which sailed many months ago from Norfolk with a cargo of coal for this port. After being out for months and not being spoken after leaving the Atlantic, the ship was posted as overdue, and in the course of another month was practically given up as lost. She appeared, however, one morning off Honolulu in a leaking condition and with her cargo on fire. Prompt assistance saved the ship. Early in November her cargo caught fire, but was extinguished after a hard fight. The flames again appeared on November 13th. This time it was impossible to quench the fire, and in addition the pumps showed that she was leaking. Being then several thousand miles from her destination, the captain decided to make for Honolulu. Then began a race for life. The crew had to

summed in the effort to beat the crack ship of a rival company?" was suggested.

"Then he will lose his position," was the general agent's prompt reply. "The captain is under positive orders, and therefore cannot afford to make more than the regular time."

In spite of the refusal of the management of both steamers to consent to a race, Colonel Macfarlane and other passengers of the Alameda and America Maru sailed yesterday in high hopes that a brush would take place. Either steamer is able to make fifteen or sixteen knots an hour and the Japanese liner is commonly supposed to be able to reel off eighteen knots, though this has never been done.

The Call reported that the America Maru steamed out of the bay like a streak of lightning, and that the Alameda followed her at full speed. The Call also said:

Two mail boats sailed yesterday, one with Honolulu as her final destination, the other to stop there. While ostensibly neither is trying to make Honolulu first, still the first vessel there will have a record. The captain of the America Maru, which sailed at 1 p. m., had orders to make regular time, while the captain of the Alameda, which sailed at 2 p. m., was ordered not to outdo his scheduled speed and burn no more coal than necessary. It was a question of owner vs. master and engineer all along the line. On the America Maru the captain was told that if he raced he would lose his position. The Alameda's captain and chief engineer were told that every pound of coal they burned over the regulation allowance would be charged up against them and that the company was absolutely against racing.

In spite of all these orders the America Maru went out through the Heads like a white streak, while the Alameda followed her at full speed an hour later on "a hind chase." Chief Engineer Horgan of the Alameda and Chief Engineer Thomson of the America Maru have explicit orders to run on schedule time, but the betting is 2 to 1 that every man in the forenoon of the Alameda and America Maru is working like a beaver to make time on the run to Honolulu.

The America Maru has little to gain in the run, as she can carry neither passengers nor freight from San Francisco to the Hawaiian Islands. She is the crack liner of the Toyo Kisen Kaisha line and can reel off her thirteen knots day in and day out without any trouble. On account of the "stop-over" privileges she has to stop at Honolulu, and that is why she calls at that port. The Alameda, however, is the mail steamer and that is her only port of call. The latter has been refitted and remodeled and is now a fast ship, but Captain Herriman says he can't race, while Captain Going says it means instant dismissal to make more than the regular time. Nevertheless there's a race on.

En Route.

The schooner Louise, for Honolulu, and the bark St. Katherine, for Hilo, sailed from San Francisco January 7. The bktn. J. H. Iviston arrived at Eureka, and the British ship Euphrates at Port Townsend, the same day from Honolulu.

The following vessels sailed from Newcastle for Hawaii ports: November 25, schr. Inca for Honolulu, November 28, Br. bk. Peter Iredale for Honolulu, November 29, bktn. Kohala for Tahiti; schr. James Rolph, schr. Golden Shore for Honolulu, December 12, ship A. J. Fuller for Honolulu.

No Berths.

The coal ships Alta, Golden Shore, Newsboy and Inca are still in the stream, there being no berths vacant at present. The Star of Bengal went to wharf yesterday. The schooner Golden Shore, Captain Rasmussen, made a remarkably good round trip of six months. She left here last July in ballast for the Sound, finished discharging on August 2nd and from thence proceeded to Australia with a cargo of lumber. She arrived here on Wednesday with coal, completing the round trip in six months.

HARNESS!

We have just received

Direct from Manufacturers

a large invoice of all kinds of harness which we will sell at a price

20 per Cent Lower

than the same goods have ever been sold at before. The same discount will apply on all of our stock of

SADDLES, BRIDLES, WHIPS, ROBES.

Repairing Harness a Specialty of our Shop.

Surreys, Buggies, Phaetons.

Our 1902 Stock is the Finest Display in Honolulu.

Pacific Vehicle and Supply Co.

LIMITED.

IWAKAMI & CO.

16-18 Robinson Block, Hotel Street.

FINISHED STOCK-TAKING AND

NOW READY FOR BUSINESS

Look Out for Announcements Later.

Perfumes

Finest Line in the City

Dressing Cases,
Manicure Cases,
Military Brushes,
ETC., ETC.

Good Place to Rest and Refreshment

AT OUR FOUNTAIN.

HONOLULU DRUG CO.

McInerney Building.

912-916 Fort Street.

BLOM'S FOR BARGAINS

Very latest figured Organdies, which sell regularly for 12½c, we offer this week at 5c per yard.

Assorted white Piques; regular price is 25c; will be sold this week at 15c per yard.

New line of CORSET COVERS, from 50c to \$2.00.

LACES just opened and now on display in our windows, are the rarest and daintiest creations ever seen in Honolulu.

Come and have a look around the store.

Progress Block,
Fort Street

A. BLOM

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ISLAND RICE,
WHOLESALE ONLY,

....AT....

von Hamm-Young Co.

LIMITED.

QUEEN STREET

HONOLULU.